



**No Build Alternative**

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The No Build Alternative is defined as no new major construction within the study area, other than projects that are already in the WFRC Long-Range Plan. Minor spot improvements, TM measures, and/or signal projects may be constructed under the No Build Alternative.

Following are the roadway and transit improvement projects that are included in the WFRC Long-Range Plan (LRP) (Figure 2-3). Phase 1 improvements are scheduled to occur between 2004 and 2012, Phase 2 improvements are scheduled between 2013 and 2022, and Phase 3 improvements between 2023 and 2030.

1. Widen 12300/12600 South to four lanes\* from Bangerter Highway to 700 East (LRP Phase 1 – currently under construction).
2. Widen 10400 South to four lanes\* from Bangerter Highway to Redwood Road (LRP Phase 1).
3. Widen Redwood Road to four lanes\* from Bangerter Highway to 10400 South (LRP Phase 1).
4. Widen I-15 to 10 lanes from 10600 South to the Alpine Exit (LRP Phase 1 through Phase 3 – currently under construction from 10600 South to point of the mountain).
5. Widen 700 East to four lanes\* from 12300 South to 9400 South (LRP Phase 1).
6. Widen State Street to four lanes\* from 11400 South to 12300 South (LRP Phase 1 – construction planned for 2005).
7. Widen State Street to six lanes\* from 7200 South to 11400 South (LRP Phase 1).
8. Develop Mountain View Corridor transportation route (LRP Phase 1 through Phase 3).
9. Construct Draper light rail extension (LRP Phase 2).
10. Construct Mid-Jordan light rail extension (LRP Phase 1).
11. Construct Commuter Rail from Utah County to Weber County (LRP Phase 2).
12. Widen 11400 South to four lanes\* from I-15 to 700 East (LRP Phase 1).
13. Develop Redwood Road Bus Rapid Transit (BRT) line from 14400 South to 8000 South (LRP Phase 2).

14. Develop Mountain View BRT line from 13400 South to 4700 South (LRP Phase 2).

\*Plus an additional center lane or median.

**Transportation Management** refers to programs and policies designed to reduce travel demand and to improve utilization of the existing transportation system. TM encompasses both transportation demand management (TDM) and transportation system management (TSM). An effective TM program includes a combination of incentives, disincentives, and supporting measures to encourage the use of transit, carpools, bicycles, and walking.

*Disincentives*, such as charging for parking, tend to be the most effective TM measures. Because of the out of pocket expenses, drivers are more likely to seek out other transportation alternatives, combine trips, or eliminate non-essential trips.

*Incentives*, such as improved transit service or reduced rates for high-occupancy vehicle (HOV) parking, make non-single occupancy vehicle (non-SOV) alternatives more attractive without penalizing SOV users.

*Supporting measures* provide information services to assist commuters, residents, and visitors in selecting non-SOV alternatives. Examples include carpool ride-matching and guaranteed ride home programs.

Note: Numbers correspond to No Build Alternative listing.

In addition to the roadway projects previously discussed, the No Build Alternative also includes the following TM measures that are identified in the WFRC Long-Range Plan:

- New bus service within the corridor including Bangerter Highway, 10400/10600 South, 11400 South, and 12300/12600 South;
- Increased bus service within the corridor, including high frequency routes along 10400/10600 South, 3700 West, Redwood Road, Lone Peak Parkway, Jordan Gateway, State Street, and 700 East;
- New/additional bus park-and-ride lots along Redwood Road at 11100 South and 12300 South and at 10600 South and State Street, and a new light rail park-and-ride near 1300 East and 12300 South; and
- New HOV lanes on I-15 from 10600 South through the project area.

Additional TM measures that were considered included:

- Demand-responsive transit;
- Cross-town shuttle;
- Free and reduced fare transit zones;
- Preferential HOV parking; and
- HOV lanes along arterials (State Street and 10600 South).

However, because these additional TM measures were expected to reduce traffic volumes by only 1 to 2 percent (Wilson & Co. 2003), they were not included in the No Build Alternative.

TM was not considered as a standalone alternative because it is already incorporated into the No Build Alternative. TM strategies alone would not meet the project purpose and need to improve mobility and support economic development in the study area.